REMARKS

The Examiner's Action mailed on February 27, 2006, has been received and its contents carefully considered.

In this Amendment, Applicants have editorially amended claim 7. Claim 7 is the sole independent claim, and claims 7 and 8 remain pending in the application. For at least the following reasons, it is submitted that this application is in condition for allowance.

Claims 7 and 8 were rejected under 35 USC §112, ¶2 as indefinite. This rejection is respectfully traversed.

In relation to the phrase "said uneven friction area causing an increase in a friction factor on the underside surface of said wing to thereby increase a lift force acting on the underside surface of said wing" in claim 7, it is respectfully submitted that it is self-evident that the "increase in a friction factor" is relative to the friction factor that would exist if the "uneven friction area" were not present, and that the increase in the lift force is relative to any lift force that would be present without the "uneven friction area", such as for example that may be generated by the profile of the wing in known fashion.

Regarding the contention that lift would be decreased by the "uneven friction area" instead of increased, this allegation is not supported by any evidence. In addition, this does not address whether the invention is particularly pointed out and distinctly claimed, and hence is not relevant to 35 USC §112, ¶2.

Claims 7 and 8 were rejected under 35 USC §103(a) as obvious over *Blackwelder et al.* (US 4,932,612) in view of *Ledwinka et al.* (US 1,851,194). This rejection is respectfully traversed.

Blackwelder et al. fails to teach or suggest "said wing having an uneven friction area *located solely on an underside surface thereof*" (*emphasis added*) as presently claimed. As properly noted in the Office Action, *Blackwelder et al.* "shows an aircraft with a corrugated fuselage and wings with the entire length of the ventral surfaces covered thereof, and the top edges of the corrugations are covered in rubber which has some friction value and is fireproof to some value". Applicant likens the covering on the aircraft of *Blackwelder et al.* to a raincoat of rubber, and states that in comparison the aircraft of the present invention wears a pair of gym shoes.

Ledwinka et al. also fails to teach or suggest the above feature, and in addition fails to teach or suggest "a transverse section of said airframe having an oblate oval profile" as claimed. The airframe of *Ledwinka et al.* may be oval in shape, but it is not an oblate oval, i.e. the ends of the oval are not flattened. See, for example, Webster's New World Dictionary:

oblate
oblate[1] [äb'lāt', äb lāt']
adj.
[[ModL *oblatus* < OB- + *-latus* as in *prolatus* (see PROLATE): from being thrust forward at the equator]]
Geom. flattened at the poles [an *oblate* spheroid]
oblate[2] [äb'lāt']
n.

[[ML *oblatus,* offered, thrust forward < pp. of L *offerre:* see OFFER]]
R.C.Ch. a person dedicated to the religious life; esp., a person living in or associated with a religious community but not bound by vows

Applicant likens the oblate ovoid fuselage profile to the profile of a cetaecean or shark, and describes the aircraft of *Ledwinka et al.* as duck-shaped.

Hence, neither *Blackwelder et al.* nor *Ledwinka et al.* teach the respective features of the invention as claimed, and therefore if they were to be combined the claimed invention could not result.

It is submitted that this application is in condition for allowance. Such action and the passing of this case to issue are requested.

Should the Examiner feel that a conference would help to expedite the prosecution of this application, the Examiner is hereby invited to contact the undersigned counsel to arrange for such an interview.

Should any fee be required, however, the Commissioner is hereby authorized to charge the fee to our Deposit Account No. 18-0002, and advise us accordingly.

Respectfully submitted,

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Date

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ALP